



PROVINCE of

MANITOBA

CANADA

The great
WHEAT GROWING
AND GRAZING COUNTRY
ILLUSTRATED

Descriptive
Information of
Resources

THE GREAT AGRICULTURAL
PROVINCE OF MANITOBA

General Description and Area, Population, Railway, Government,
Soil and Climate, General Resources.

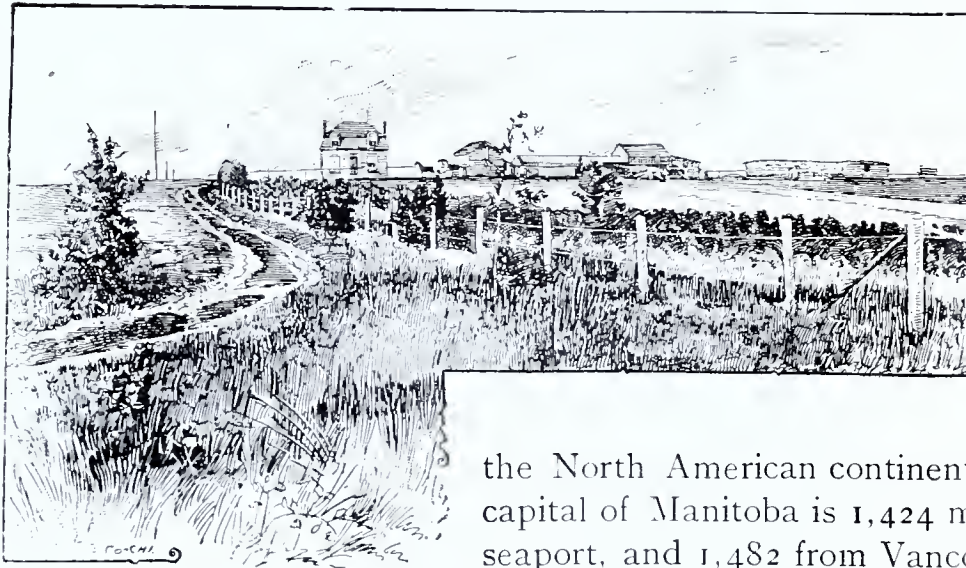
WITH ILLUSTRATIONS FROM PHOTOGRAPHS.

ISSUED UNDER THE AUTHORITY OF
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MINISTER OF AGRICULTURE AND IMMIGRATION,
WINNIPEG, MANITOBA.



PROVINCE OF MANITOBA.

General Description, Area, Etc.



MANITOBA is one of the seven provinces of the Dominion of Canada. Though, with one exception, the youngest member of the group, it is by no means the least in importance; and it may be safely stated that to-day, both in Canada and abroad, it is attracting more attention and exciting greater interest than any other province in the Dominion. Manitoba is as nearly as possible the exact center of

the North American continent. By the Canadian Pacific Railway the capital of Manitoba is 1,424 miles from Montreal, the Canadian Atlantic seaport, and 1,482 from Vancouver, on the Pacific.

The area of Manitoba is 116,021 square miles, about 74,000,000 acres. It extends about 300 miles from east to west, and the southern boundary is determined by the forty-ninth parallel of latitude. It will be observed, therefore, that Manitoba lies farther south than England, Ireland, Belgium, Holland, Russia and the Vistula provinces. The general feature of the country is that of a broad, rolling prairie, relieved at intervals by gently rising hills and numerous bluffs and lakelets. Though a large part of the province is almost treeless, yet at intervals all over the country, especially along the banks of the rivers and on the hills "bluffs" and considerable areas of wood are to be met with. These,

with the large quantities of timber in the eastern and northern parts of the province, have afforded, and will continue to afford, an ample supply for the requirements of the population as regards fuel and fencing, and to a considerable extent also for building purposes. This is in striking contrast with the monotonous flat prairie so characteristic of Dakota and Minnesota to the south.

Scattered throughout the province there are numerous rivers and small lakes, while on the east-



A HARVESTING SCENE IN CENTRAL MANITOBA.

ern boundary and in the northern and northwestern parts there are such large bodies of water as the Lake of the Woods, 1,500 square miles in extent; Lake Winnipeg, 280 miles long and containing 8,500 square miles; Lake Winnipegosis, 1,936 square miles; and Lake Manitoba, with an area of 1,900 square miles. Winnipeg, the capital, is about 400 miles from Fort William and Port Arthur on Lake Superior, from which points, vessels proceed direct to the

Atlantic tide-water. The great grain producing fields of Manitoba may be considered as practically within 400 miles of the seaboard. Then, again, some 650 or 700 miles to the north there is Hudson's Bay, to which point it is proposed to build a railway from Winnipeg. When completed it will place the whole of the province of Manitoba nearer to Liverpool than Montreal and New York are to-day. In



UP IN THE "BLUFFS."

addition, therefore, to being internally a well watered country, Manitoba, for an inland province, possesses exceptional facilities, both by rail and by water, for exporting its surplus commodities. These are points those who propose settling in a new country would do well to consider.

Population and Railways.

The population of the whole Dominion shows an increase during the decade, of only 11.52 per cent, while that of Manitoba shows an increase of 148.01 per cent. No other part of the Dominion has made such rapid strides. During the past four years the area of lands under cultivation has been increased more than 100 per cent. During the past ten years the railway mileage has been increased from 275 to 1,485 miles, while the people of the province enjoy the advantage to be derived from having over 200 railway stations and over 500 postoffices.



Government.

Manitoba enjoys the same system of government as that of the other provinces of the Dominion of Canada. The Lieutenant-Governor is appointed by the government of Canada for a term of five years. An executive council of five constitute the advisors of the Governor, and have full control of the administration of all matters of a provincial character, and are responsible directly to the legislature, of which body they must necessarily be members. The legislature of Manitoba is composed of forty members who are elected by the various divisions of the province for a term not exceeding four years.

The province is subdivided into municipalities and judicial districts, there being about eighty of the former and three of the latter. The councils of the municipalities are vested with authority, subject to certain restrictions, to administer all affairs of a purely local nature.



School districts are formed by the department of education, on petition of rate payers, which must show that the proposed district contains not less than twelve children of school age. A board of trustees is elected for each school district, with adequate authority to manage the educational interests of the district. Over 800 schools are now under the control of and aided by the government.

Manitoba has a purely national system of schools, and state aid is granted only to such schools as comply with the regulations of the department of education.

Soil and General Resources.

The soil of Manitoba, speaking generally, is of a rich, black loam, resting upon a clay subsoil. Its productiveness is admitted by all who are capable of judging as being pre-eminently superior to that of almost any country in the world. The following are the opinions as expressed by a few of the best known authorities on agriculture in Great Britain: Prof. Tanner, of London, says:

I am bound to state that, although we have hitherto considered the black earth of Central Russia (Tchornoi Zem) the richest soil in the world, that land has now to yield its distinguished position to the rich, deep, black soils of Manitoba and the Northwest Territory. Here it is that "the champion soils of the world" are to be found, and we may rejoice that they are located within the British Empire.

Prof. Sheldon, of Derbyshire, says:

I have seen something of the United States, from Dakota to Texas, from Massachusetts to Illinois, and also Mexico, but nowhere in all the vast tracts of country over which I passed, have I seen a soil equal to that of the great Red River valley in Manitoba for wheat raising purposes. There are millions of acres of this land awaiting emigrants—land that will make them rich in a few years if they attend to it.



THRESHING "NO. 1 HARD" WHEAT NEAR VIRDEN, MANITOBA.

Sir Richard Temple, M. P., says:

Almost everywhere we saw rich soil. Most of us expected we would find tracts of arid waste, or that if we saw a rich soil it would be largely interspersed with specimens of gravel, rock and soil not suitable for cultivation; but this idea proved entirely false.

The Right Honorable, the Earl of Aberdeen, paid a prolonged visit to Canada in 1890, and on February 10, 1891, giving evidence before the Imperial Colonization committee in London, said:

I do not claim to be an expert as to soil, but I was very pleased with what I saw in Manitoba.

The British and Irish farmers' delegates who went out to Canada in 1890 were much pleased with the soil, as the following representative reports show: Mr. John Speer, of Newton, Glasgow, Scotland, writes thus

The fertility of the soil of the Prairie province, as it is called, can scarcely be surpassed by that of any other country. The greater part of this vast area is underlain by deep beds of a grayish white clay, on the top of which are from nine to twenty-four inches of black vegetable mould. In the southern and middle districts of this province are to be found millions of acres of the finest farming land to be met with anywhere; and these same plains produce a quality of wheat which sells in Britain higher than that of any other country.



MAJOR-GENERAL WILKINSON'S FARM, NEAR BIRTLE, MANITOBA.

Mr. Edwards, of Ruthvin, Wales, says of Manitoba:

The greater part of this province contains millions of acres of wheat-growing land, varying in depth from fifteen inches to five feet of black vegetable mould, and will yield eight or ten crops of wheat in succession without rest or manure.

Major Stevenson, of Londonderry, Ireland, reports:

The soil of Manitoba is of a rich vegetable loam, black in color, and full of organic matter. In some places it is of great depth, and its wealth of plant food cannot easily be exhausted.

Mr. Arthur Daniel, of Dereham Road, Norwich, England, expresses this opinion:

The soil and products in Manitoba and the Northwest differ much from those of the older provinces. The soil consists of a dark vegetable loam of great depth, and capable of producing grain for many years to come without the application of manures. Here we found the chief crops to be wheat, oats and potatoes. The latter, though only grown in small quantities, are very fine and of good quality.

Productions of the Country.

Wheat.—Up to the present Manitoba has been chiefly, although not altogether, a grain producing country. To-day it is becoming more essentially a region where mixed farming is practiced. Wheat, oats, barley, peas, roots and vegetables, and indeed nearly all cereals and roots produced in the east, are also successfully grown in Manitoba. The same may be said of live stock—horses, cattle, sheep, pigs and poultry being kept in large and increasing numbers, and thriving wonderfully. Wheat raising is Manitoba's distinctive feature. This industry must give her particular prominence in the eyes of all interested in agriculture and the world's bread supply. It is a fact well established, both scientifically and experimentally, that the cultivated plants yield the greatest product near the northernmost limit at which they will grow. This law seems to be of universal application, and is as satisfactorily illustrated with cotton and Indian corn as with wheat. Doubtless the luxuriant and rapid growth of vegetation in Manitoba, may be accounted for in part by the long hours of sunshine which she enjoys.



A TYPICAL SCENE ON THE SOURIS RIVER, NEAR MELITA, MANITOBA.



THE FIRST YEAR.

With her northern location, her marvelously fertile soil, her long-protracted and uninterrupted sunshine and her generous rainfall, it is not surprising that extraordinary crops of wheat and other grains are grown. In many western countries, artificial methods of producing the moisture necessary for successful grain growing are resorted to. In Manitoba such

means are not necessary. *No irrigation* is required or adopted. It is safe to say there is not any part of North America where the yield of wheat for a number of years has been so uniformly high as in Manitoba; crops yielding from thirty to forty-five bushels per acre.



A COMFORTABLE HOME IN THE FIFTH YEAR.

Cost of Raising Wheat.

It is a difficult matter to state accurately what it costs to raise a bushel of wheat in Manitoba, the conditions frequently being very dissimilar. Calculations have been made, however, which show that a reasonable average can be arrived at.

Mr George Hutchinson, of Brougham Castle, Penrith, Cumberland, England, one of the British Farmers' delegates sent to Manitoba to report on the question of emigration, made a careful examination, and says:

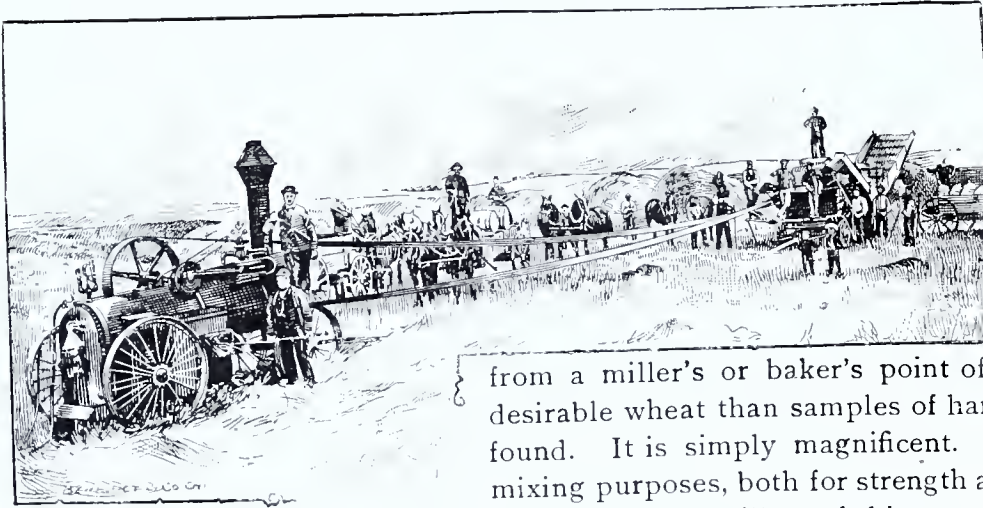
At Portage la Prairie I got some interesting figures as to the actual cost of growing wheat on a quarter section or 160 acres of land, all the work being let by contract:

Plowing.....	\$ 2 00
Seed, two bushels at 3s. 4d.....	1 15
Sowing and harrowing.....	80
Reaping with binder and stooking.....	2 00
Stacking and marketing.....	1 15
Threshing, 2d. per bushel.....	80
<hr/>	
Expense per acre.....	\$ 8 40
These 160 acres produced twenty-three bushels per acre, which were sold	
at 81c. per bushel, or per acre.....	18 63
Deduct expense per acre.....	8 40
<hr/>	
Balance per acre.....	\$10 23



A FARM IN THE RED RIVER DISTRICT.

The Quality of Manitoba Wheat.

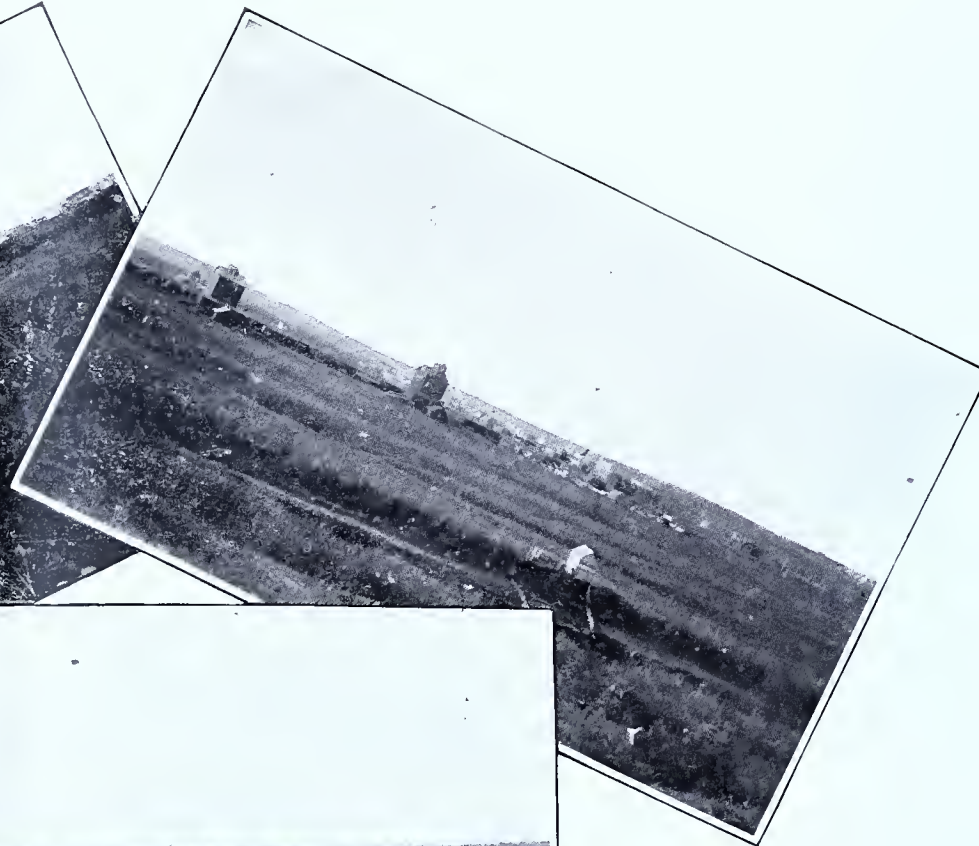


Prof. Tanner, of the department of agriculture, South Kensington, writing as to the quality of Manitoba wheat, publishes the following as the grouped opinions of fourteen of the largest millers in Great Britain and Ireland:

Manitoba Wheat.—This is a most valuable wheat for milling. It recommends itself

from a miller's or baker's point of view in all points, a type of the perfect. More desirable wheat than samples of hard fyfe Canadian for the British miller could not be found. It is simply magnificent. There can be no better quality of wheat used for mixing purposes, both for strength and quality of flour produced, superior even to No.

1 Manitoba wheat. It would prove invaluable to millers of this country where home-grown wheats frequently come to hand in damp condition in consequence of the humidity of the climate. It possesses splendid quality and value for mixing with English wheats; but can we get a regular supply of it? I am afraid the American millers are too cute to allow this quality to come here in any quantity if they can possibly prevent it. If such wheat can be put on our market at a reasonable price it must meet a ready demand at three or four shillings per quarter over the best Indian red wheats. No doubt it would do for mixing in some districts, but I would most certainly grind it alone, and it would make flour of the finest quality. Could we get such quality regularly, we should have no fear of any American competition in the point of quality of flour. It is just what we want and what we cannot buy. The value and quality of Manitoba wheat lie in the fact that it is grown on almost virgin soil. Makers of the best flour are, or should be, anxious as far as they can to get their supplies of wheat that they depend on for strength from those parts of the northwest of America where wheat is a new crop to the land. No. 1 Duluth is not in any way fit to compare with the best Manitoba wheat, especially not in its working qualities. It is certainly as beautiful wheat as I ever saw, and particularly well adapted for millers in this country. Surely some agency can be devised for getting more easy access to these hard wheats which are never seen in commerce in purity. If the English miller could only get a good supply of such wheat at a moderate price, fine Hungarian flour would stand little chance in this country.



WAWANESA.

On the Northern Pacific R. R.

NEW TOWNS.

MIAMI.

SOURIS.

On the Coal Fields Branch of the Canadian Pacific, Southeast of Brandon,

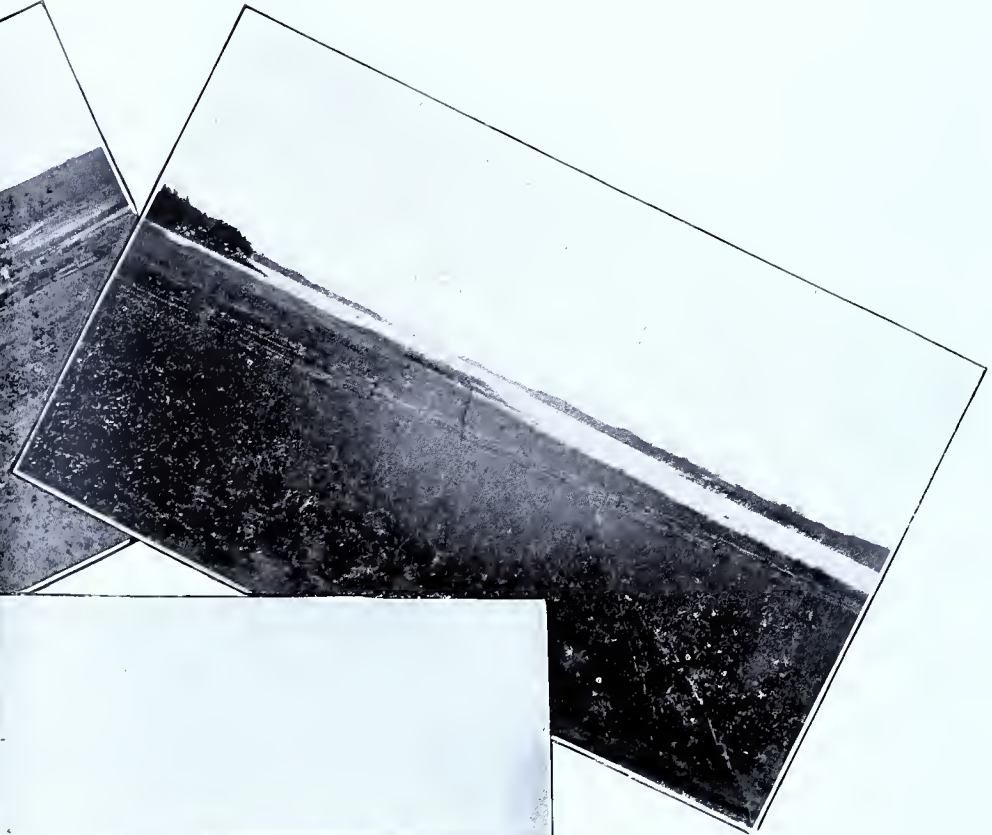
What is true of the quality of wheat is to a great extent true also of oats and barley, of which large quantities are raised. Oats do remarkably well, and in a good season it is nothing uncommon to pass by large fields where the straw is standing from five to six feet high and which yields sixty-five or seventy-five bushels per acre.

Roots and Vegetables.

In the production of roots and vegetables Manitoba has few equals and probably no superior. Eastern visitors, who themselves come from a good root and vegetable country, are simply astonished at the productions of Manitoba in this line.

Live Stock.

Horses and Cattle thrive remarkably well on the prairie farms of Manitoba, and in proportion to the numbers kept there is probably more high-class stock than in any province or state in America. Manitoba farmers are now engaged largely in horse-raising, and to-day some of the most valuable stallions in America are to be found in the province, very many of which are direct importations from Europe. Cattle in increasing numbers are to be met with all over the prairie. Almost every class of pure-bred cattle are to be seen, among which may be mentioned Short Horns, Galloways, Herefords, Jerseys and Holsteins. During the past two or three years, but especially in 1891, large numbers of cattle were exported from Manitoba to Great Britain. This trade is an increasing and profitable one. Usually cattle are fed on the wild prairie hay, which in most parts grows in great abundance. It is generally acknowledged that both cattle and horses prefer and thrive better on wild prairie grass than on cultivated varieties. The quality of beef produced is the richest, and under the circumstances the cost of production is reduced to a minimum. Not infrequently an animal whose total cost did not exceed more than a few dollars realizes from \$30 to \$50. In certain parts of the country, where there is a considerable quantity of wood, cattle and sometimes horses are kept out of doors all the winter, but on



ON THE MANITOBA-NORTHWESTERN RAILWAY.

BIRTLE.

MINNEDOSA.

SHOAL LAKE.

most Manitoba farms they are stabled from about the middle or end of November to the middle or end of March. Cattle in many instances are turned out and allowed to run in the yards and “rustle” round the straw stacks.

Sheep.—It has been found that this province is peculiarly adapted to the rearing of sheep. In some parts of the province men have gone into sheep ranching on a large scale, and others in a less pretentious way, but in either case it has been very remunerative.

Pigs.—The raising of pigs in Manitoba has not yet received that attention which its importance and profits justify. Last summer one of the leading provincial papers offered a prize for the best essay on the “Profits of Hog Raising in Manitoba and the Northwest.” The prize was awarded to Mr. Henry Newmarch, of Strathewan, Man., who says:



THE LONGEST TRESTLE BRIDGE IN CANADA, NEAR MILFORD, MANITOBA.

An ordinary Berkshire grade of pig, six weeks old, can be bought almost anywhere in Manitoba for \$2; commoner pigs in proportion. At six months old, if these pigs have been well fed, cleanly kept, and are fairly well bred, they should dress 140 pounds each. Now, estimate the cost of this 140 pounds. Pigs at six weeks old weigh twenty pounds, costing \$2; four and one-half months to make 120 pounds increase they will eat an average of three and one-half

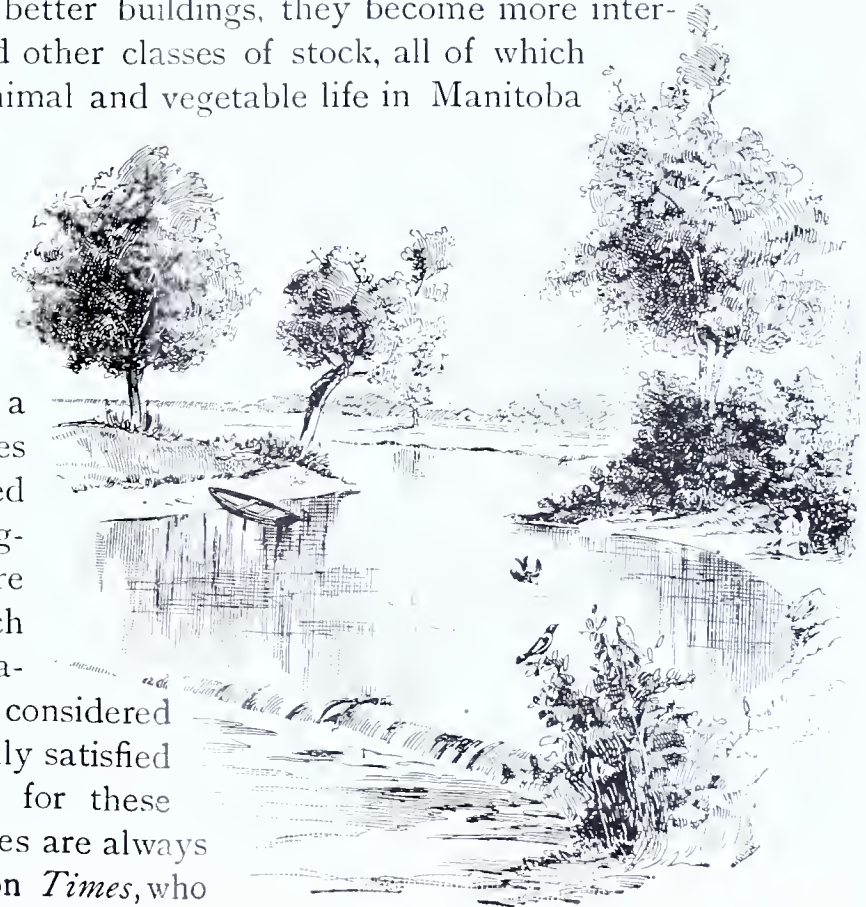


WHEAT STACKING, NEAR CARBERRY, MANITOBA.

pounds of food for each pound gained, or 420 pounds in all, costing usually about seventy cents a hundred pounds, or \$3.15; cost of killing and hauling to market, say fifty cents, or in all, \$5.65. Now the average price of pork at that season of the year, viz., October, is eight cents, which for 140 pounds would bring \$11.50, leaving a profit of \$5.55 for each pig for the summer, which ought to satisfy even the most exacting for their labor and skim milk.

There is little doubt that each year will see a larger number of pigs kept in the province. As farmers become more firmly established and get better buildings, they become more interested, not only in raising pork, but in poultry and other classes of stock, all of which go to make the farm more prosperous. Both animal and vegetable life in Manitoba enjoy a singular exemption from disease.

Dairy Products.—Dairy farming is constantly engaging an increasing amount of intelligent interest. In most parts the pasturage is of a superior quality and the supply of good water is ample, fulfilling most of the conditions for profitable cheese and butter making. Already a limited number of creameries and cheese factories have demonstrated the profit that may be derived from these enterprises. The government, the agricultural societies and the farmers' institutes are in various ways promoting these industries. Each year will doubtless witness more extensive operations in these departments, as those who have considered their value, and have made practical tests are fully satisfied of their remunerative character. The market for these commodities is practically limited, and good prices are always assured. The special correspondent of the *London Times*, who





A HARVEST SCENE NEAR BRANDON, MANITOBA.



traveled through Canada several years since, writing to that paper about Manitoba, says.

Train loads of cattle and hogs raised on these prairies are sent eastward to the provinces. The dairy interest is becoming so large that several towns are extensive exporters of butter and cheese. Manufacturing establishments are springing up and taken altogether, this prolific province seems after the railway journey round the rock bound coast of Lake Superior and the sterility on the height of land between its affluence and the Red river, to be literally the Promised Land for the Canadians.

Game.—The shooting season in Manitoba is an exceedingly interesting time, not only to sportsmen, but to all who love the appearance of wild life in the woods, on the waters and on the prairies. The most luxuriant game birds abound in every district of the country. Beautiful flocks of prairie chicken, the gem of all table game, are found on every farm, sometimes covering grain stacks by their vast numbers. Every pond, stream or lake has its varied flocks of wild fowl! The large and beautiful mallard, the swift-winged teal, the merganser, the butter-ball, the shoveler, the red head, and almost every other variety of duck can be discovered by the sportsman in every spot where water can be found. Manitoba is the great hatching ground for this class of game, and almost every other of the winged family. Besides the prairie chicken and the duck there are innumerable flocks of game to be found everywhere—geese, turkeys, cranes, pelican, plover, partridge, grouse and many others. In the four-footed family there is also an abundance; the timid and playful hare, deer, black and cinnamon bear, the high-headed elk, moose and antelope are all found in Manitoba, especially in the northern portions surrounding the great lakes. Hundreds of sportsmen from the United States, Europe and Canada spend weeks in the noble and pleasurable pastime of hunting game in this sportsman's paradise.

Railroads and Markets.

RAILWAY EXTENSION A MARKED FEATURE—MARKETS AT EVERY RAILWAY STATION—GRAIN IS NEVER A DRUG ON THE MARKET.

Railways nowadays are a prime essential to a good grain market. The several systems of railways operating within the province of Manitoba at the present time supply a service that is really excellent. When the branches now projected are in full working order, scarcely any portion of the province really needing a railway will be without one. Competition between the different lines is relied upon to procure improved rates from time to time.

The extension of railways during the last three or four years has been one of the most strongly marked features of Manitoba's progress, and this development is truly marvelous.

Markets.—It is almost a truism to say of this country that wherever there are railways, there are markets; for at nearly all railroad stations there are grain buyers and elevators, or facilities for loading and unloading grain, and there is also the nucleus of a small village, so that the farmer not only gets cash for his grain, but is able at the same time and place to purchase at the stores the necessities, the comforts and many of the luxuries of life.

Expressions of Opinion from Authorities.

MILES OF WHEAT FORM A GOLDEN ROW ACROSS THE PRAIRIE.

Lord Aberdeen, whose careful speech and superior judgment have given him a proud pre-eminence in the field of authorities, says:

He would first touch on Canada from the agricultural point of view, and would speak as a Canadian farmer who had last year purchased a small piece of ground, but this year had bought a much larger piece. In passing over the great continental highway he had appreciated the scenes through which he had passed—scenes not made up of natural scenery alone, but also of manufactures. In Manitoba he had seen an abundant crop and miles upon miles of wheat

fields forming a golden row across the prairie. On his return journey he had found this magnificent crop threshed. In the northwest, comparing last year's observations with this year's, he had no hesitation in saying that he was struck with the signs of stability and prosperity and with the air of confidence that seemed to be widespread in the country. He thought that mixed farming should be resorted to more and more—that wheat not only should be cultivated, but that the farmers should go in for cattle and dairy farming. The northwest was developing and growing apace.

These two Irish opinions are extremely interesting: William Johnston, Esq., M. P., of Ballykilbeg, Ireland, who visited western Canada, is thus reported:

I will do all I can to tell the farmers of Ireland of the great and glorious land beyond the sea. Nowhere in the world have I seen such fields of golden grain as in the British northwest territories.

Mr. Michael Davitt, M. P., spent some time in Manitoba in 1891. He says:

I have traveled twice between Winnipeg and Vancouver, and have visited a good many parts of Manitoba, the territories and British Columbia, and I have seen evidences everywhere of growing communities of industrial activity, which convince me that what has been written or said about the progress of the country falls far short of the reality. I have met men among your nationalities, representing every nation of Europe, and from one and all I have heard expressions of contentment and hope. Every one seems to be imbued with confidence in the future of his adopted country.

Phenomenal Wheat-Growing Capabilities is a term that is sometimes applied to Manitoba by some American newspapers. That there is often a tendency to overrate is undeniably a fact, and that it frequently becomes a boomerang, and injures that which it was intended to benefit is true. While it is not claimed for Manitoba that the above application is strictly accurate, there are instances where it might be applied. As compared with the average grown in most of the states of the Union or in other parts of Canada the wheat crop of Manitoba is greatly in excess. There have been seasons when it is said that the large crop has been a detriment. This is pointed out by United States Consul Taylor, of Winnipeg, in his last report. He says:

When harvest time came, the entire labor of the region was found to be wholly inadequate for the task before it. The wheat straw had grown so tall and stout, and was so heavily loaded down with grain as to make the work of reaping and stacking extremely exhausting. The strength and weight of the growing grain frequently broke the reaping machines, and the utmost exertion of strong men was required to handle the great weight of the sheaves. As a consequence the work was delayed. While thousands of acres were yet ungathered, and before the work of threshing had fairly commenced, winter was ushered in by a furious blizzard, which paced the stacks and stooks with snow and ice, rendering threshing extremely difficult, if not impossible. The intense cold rendered the shafts and wheels of the thresh-

ing machines so brittle that they were constantly breaking. Thaws, rains and blizzards followed in succession. Efforts to save the grain had to be positively abandoned.

Commenting on the report the *New York Press* of recent date says editorially:

It would appear from this, then, that we [assuming the most improbable event of annexation] have only to be on our guard against the great fruitfulness of the soil when this magnificent wheat country comes under our dominion. With proper care to burn half the standing crop when it grows threateningly large, instead of trying to save it all, Manitoba wheat growers may live in prosperity, health and happiness. But [with pardonable pride the *Press* continues] the chances are that with a little Yankee energy, ingenuity and grit infused into the province a way will be devised for gathering every spear that grows and turning it to the best account for the enrichment of the country.

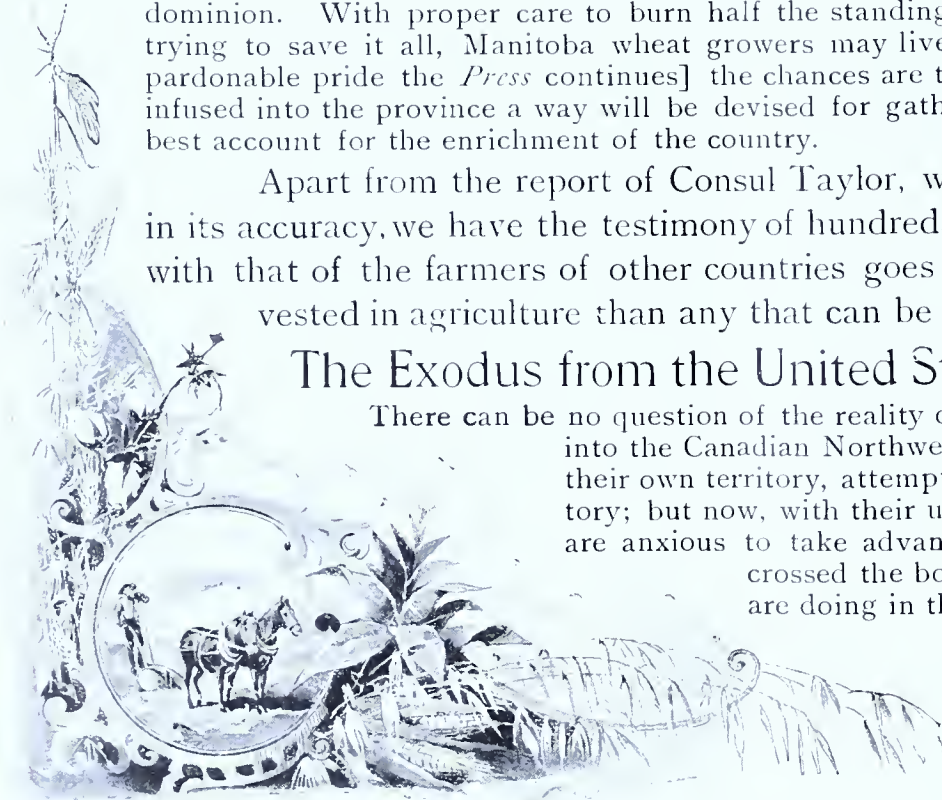
Apart from the report of Consul Taylor, which may be accepted with perfect confidence in its accuracy, we have the testimony of hundreds of settlers whose experience when compared with that of the farmers of other countries goes to show a greater return for the money invested in agriculture than any that can be mentioned.

The Exodus from the United States to the Canadian Northwest.

There can be no question of the reality of the movement of farmers from the western states into the Canadian Northwest. The Americans for some years, in order to boom their own territory, attempted to disparage Manitoba and the Northwest Territory; but now, with their usual astuteness, when a good thing is in sight they are anxious to take advantage of it, and last year several thousands quietly crossed the border and settled in western Canada. What Americans are doing in this respect Britons may with advantage do also. During 1892 the emigration to Manitoba and the Northwest Territory has been exceptionally large.

The above extract, taken from the *Canadian Gazette* of December 15, 1892, conveys but a faint idea of the emigration to

Manitoba from the northwestern states. Already large numbers, having failed in making a living—to say nothing of a comfortable existence—have taken advantage of the opportunities offered by Manitoba, and last year and the previous one have removed to new homes across the border. Their report is that they



are pleased with the change, and in their surroundings there is every evidence that the change has been of advantage to them.

Making a farm and building a home can be accomplished with little effort in Manitoba. In bygone days and in a wooded country—such as the eastern states and eastern Canada—where almost every acre of the land had to be cleared of heavy timber, it was a long and difficult task. If success under such conditions were possible, how much greater should be that of a settler in a country like Manitoba, having almost unprecedented advantages for agricultural pursuits!

The Exhibit from Manitoba.

AT EXHIBITION HALL, STONY ISLAND AVENUE.

The exhibit of the resources of the Province of Manitoba made by the provincial government in the Exhibition Hall, of the Manitoba building on Stoney Island avenue opposite the World's Fair grounds, will reveal to many visitors to the Fair that in very many portions of America and Europe an entirely erroneous impression has prevailed concerning the capabilities of that country lying to the north of the western states of America. In other portions of this work a very fair, though somewhat limited statement of the productions of the prairie province is found. We therefore invite an unprejudiced decision based upon the actual inspection of the samples of these productions.

The exhibit comprises threshed grains, including upwards of 500 samples of wheat, oats, barley, rye, etc., selected from different parts of the province, as well as a display of the growth of straws in each variety of grains.

Fodder grasses are shown, many of which for strength and length of growth and adaptability for animal food, will compare with that produced by any country in the world.

The display of roots and vegetables will enable those interested to form some idea of the productiveness of the soil of Manitoba.

The piscatorial exhibit, although somewhat limited, in consequence of the great distance the fish have been brought, is, however, worthy of notice.

The exhibition of "woods" is entitled to attention, while in some portions of the country as is usual on the prairie, there is but a limited supply. Yet in many districts, woods of endless varieties are found.

Samples of mineral ores, stone and manufactures, exhibited by Manitoba will demonstrate that in many of our resources, development is all that is necessary to prove that Manitoba possesses richer resources than almost any part of the globe.

The exhibition of natural history, the production of the Province of Manitoba, is perhaps equal to any of its class. The variety of four-footed and winged specimens, indigenous to Manitoba, cannot but be of exceptional interest to all visitors to the World's Columbian Exposition.

The Manitoba exhibit is absolutely free, and an invitation is cordially given to every visitor of the Fair to visit the Exhibition Hall.

THE CITY OF WINNIPEG.

Winnipeg, city of a remarkable yet appropriate name : Appropriate, for the history of the rise and progress of the prairie capital is fully as remarkable as its name, and, like the name, suggests something apart from any other metropolis of the west.

Unique then in name, unique in progress and advancement, Winnipeg is also unique in a third respect, which explains its uniqueness in the second, that is, in its geographical situation.

It is a truism to say that geographical situation is now, as ever, all-important in the prospects of a city, but in no other manner can the unexampled *stable* advancement of this city be explained.

A glance at the map of the northern half of North America will convince the most skeptical that in that vast area north of St. Paul and south of the great Lake Winnipeg, there is a space allotted for a great northern capital. That space is fitly filled by Winnipeg. That the pioneers of the northwest were not slow to realize the advantages of the position from a commercial standpoint is now a matter of history, and the prudence and foresight of their selection are being more fully demonstrated with each succeeding year. What held good a century ago holds good to-day, with augmented force. Where the wooded and tortuous Assiniboine, after a course of several hundred miles through the fertile plains of the west, falls into the broad and turbid waters of the Red River of the North, there stands the subject of our brief inquiry, on a site so generally advantageous that from the earliest times of the voyageur and fur trader it has been recognized as the spot intended by nature for the distributing point for the surrounding regions.

Winnipeg is in the latitude of Marseilles, and is only sixty-two miles north of the international boundary, and not forty miles south of the great Lake Winnipeg, while, more important than all, it is the half-way house and stopping place on that great international highway, the Canadian Pacific Railway. Through it must go all the freight and passengers for the immense fertile regions beyond. In short, its unparalleled position makes it, for all time, the Chicago of the Canadian northwest.



A BIRD'S-EYE VIEW OF THE CITY OF WINNIPEG, MANITOBA.

History.

There are some who maintain that to the intrepid French explorers, Des Grosselliers and Radisson, belong the honor and glory of penetrating, about 1666, through the lake of the Assiniboines (Winnipeg) to Hudson's Bay. Others affirm, with better authority to support them, that these explorers never were actually at the forks of the Red and Assiniboine rivers, even if they did reach the Bay. They claim, and they have every historian of credit to support them, that the celebrated La Verandrye reached the forks from Montreal in 1732, and there built a fort which he called Fort Rouge, a name now borne by the most fashionable part of the city.

He was the forerunner of the independent licensed fur traders, who were followed by the great Northwest Company, of Montreal, who were in turn followed by the English Hudson's Bay Company, who claimed the whole country, Rupert's Land, under the royal charter given by Charles II, in 1670, to their first governor, Prince Rupert.

Bitter were the struggles between the rival companies, fierce the competition for furs, fiercer the bodily contests between their servants and engagees till the disputes of the contending parties terminated in a massacre at Red River in 1816, the shock of which spread from the lone Athabasca to the foot of the throne. Peace was brought about by royal proclamation commanding a cessation of hostilities, and the sending of commissioners to Red river. These measures paved the way for the union of the companies in 1821, after which tranquillity reigned once more among the fur traders and the body of settlers the Earl of Selkirk had sent to Red river in 1812 and succeeding years.

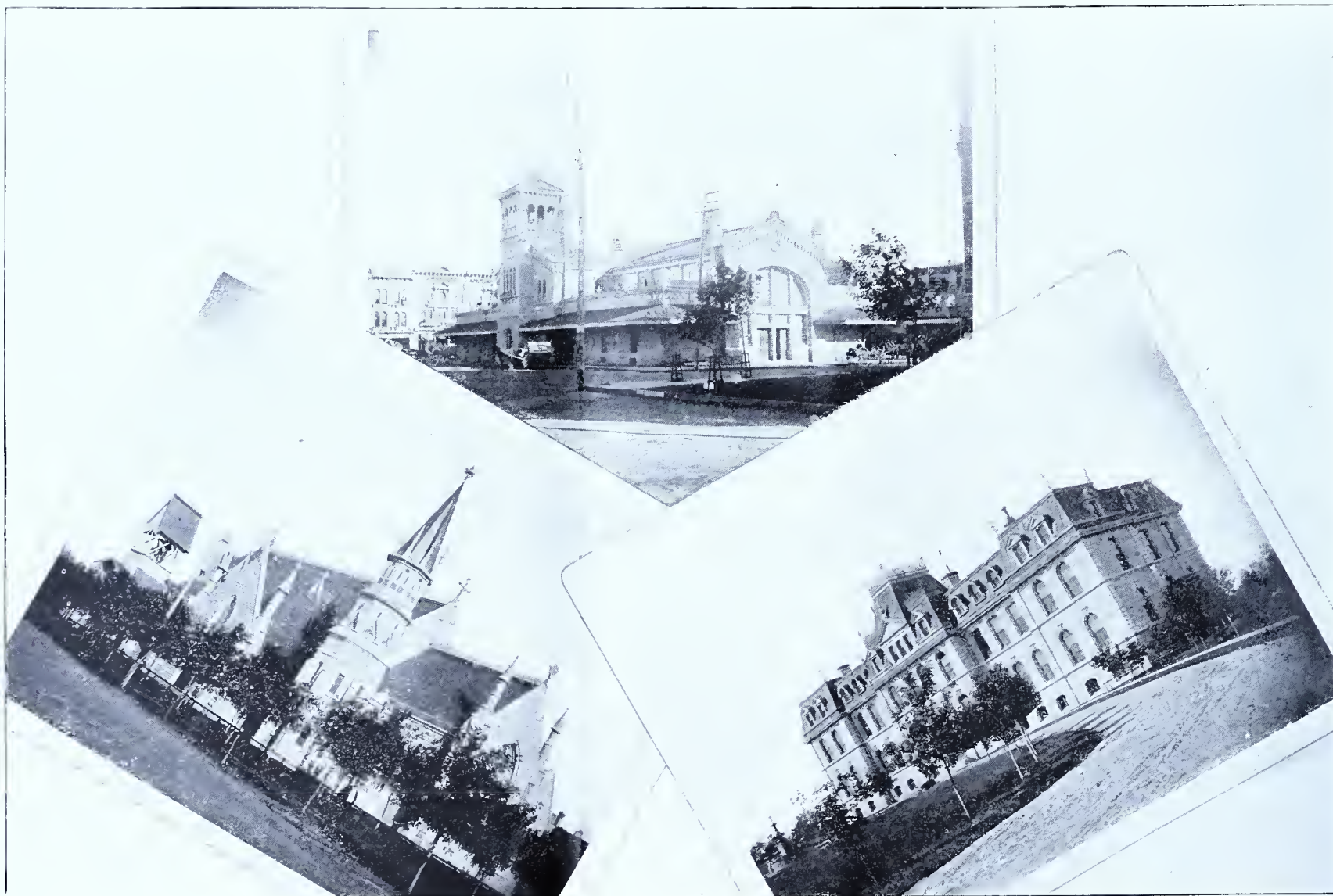
Under the rule of the Hudson's Bay Company nothing was done toward opening up Rupert's Land, but after much weary negotiation that vast territory was added to the Dominion of Canada on July 15, 1870, and to that part of it now known as the Province of Manitoba was given responsible government. For some years, as in the case of all new countries, the people of Canada failed to realize the incalculable value of their acquisition, and the tide of immigration flowed in on the country slowly and fitfully.

The construction of railways in the northwestern states banished the dog train, the Red River cart and the steamboat, and suddenly made the country easy, comparatively, of access, and a flood of settlers poured into the land, culminating in 1881 in that period of speculation and inflation called the "boom," which is one of the experiences, bitter perhaps, of every capital of the West. But history is facts, and the facts in the history of the development of Winnipeg, as spoken by an honest census are these: Population, 1870, 225; 1880, 6,500; 1893, over 30,000.

Progress and Present Condition.

Some little has been said incidentally, as to the progress of Winnipeg, but here again the reader will require some reliable data to go by. The following carefully prepared table speaks more eloquently than pages of adjectives, and bears evidence to the truthfulness of the claims that have been advanced in these pages:

	1870	1880	1892
Value of city property.....	\$200,000	\$ 4,500,000	\$24,000,000
Volume of commercial business.....	150,000	2,000,000	45,000,000
Bank capital.....	0	10,000,000	46,000,000
P. O. collection and delivery.....	30,000	900,000	11,000,000
Value of public improvements.....	0	100,000	2,500,000
Population.....	225	6,500	29,182
Number of buildings.....	40	1,000	6,500
Number of business houses.....	10	65	450
Number of factories.....	2	16	46
Number of churches.....	1	8	31
Number of schools.....	1	5	21
Number of banks (chartered).....	0	4	12
Number of banks (private and government savings).....	0	0	2
Number of newspapers and periodicals.....	1	4	18
Miles of sidewalk.....	1	20	130
Miles of graded streets.....	0	10	96
Miles of paved streets.....	0	0	13
Miles of sewers.....	0	2	33
Miles of water mains.....	0	0	22
Miles of gas mains.....	0	6	11
Miles of electric railway.....	0	0	19
Miles of horse railway.....	0	0	4



HOLY TRINITY CHURCH.

WINNIPEG.
MARKET.

LEGISLATIVE BUILDING.

And that prosperity still smiles upon Winnipeg may be gathered from the following statistics from the city assessor's office, taking particular note of the decline in the rate of taxation, which is very low in the case of a young city, subjected, as all new cities are, to exceptional expenditures :

	1890	1891	1892
Total assessable property.....	\$ 18,612,410.00	\$ 19,995,370.00	\$ 20,338,100.00
Amount raised for city purposes.....	294,698.20	305,713.26	311,713.48
Amount raised for school purposes	77,550.00	83,200.00	82,938.64
Total taxes.....	372,248.20	388,913.26	430,655.51
Rates per dollar (mills).....	20.00	19.50	19.40
Population.....	22,892	27,000	29,182

Perhaps the best index to the prosperity of a city may be in the number of financial institutions within its limits. In this respect Winnipeg is in an infinitely better position than any other town in Canada, within many thousands of its population, and we are not aware of any city in the United States that is more fortunate in that respect. There are no less than eleven chartered banks, with a capital aggregating \$45,000,000, as follows : The Bank of Montreal, Merchants' Bank, British North America, Imperial, Ottawa, Union, Commerce, Commercial Bank of Manitoba, Molson's Bank, Hochelaga Bank, and the Banque Nationale, the Dominion Government Savings Bank and an old established bank, Alloway & Champion's. It is important to note that of these banks, two have come in since the first of the year, thus manifesting their confidence in the country.

An additional fact — all the principal loan companies in eastern Canada are here represented, and every year sees new ones coming in or established, in a large proportion, by English capital.

The trade is there, both retail and wholesale. If there is one thing more than another that the citizens of Winnipeg are proud of, it is the exceptional excellence of their shops and stores. From the splendid establishment of the Hudson's Bay Company, with a reputation not confined to Canada, to the bazaar for the purchase of Indian and historical relics and curios, they are all worthily represented far beyond what is usual in towns of very much greater size. To those who doubt this broad assertion we simply say: "Come and see," or "Inquire of your friends who have seen." And if the retail establishments are so fine, it follows that the wholesale houses must not be behind them. Such is the

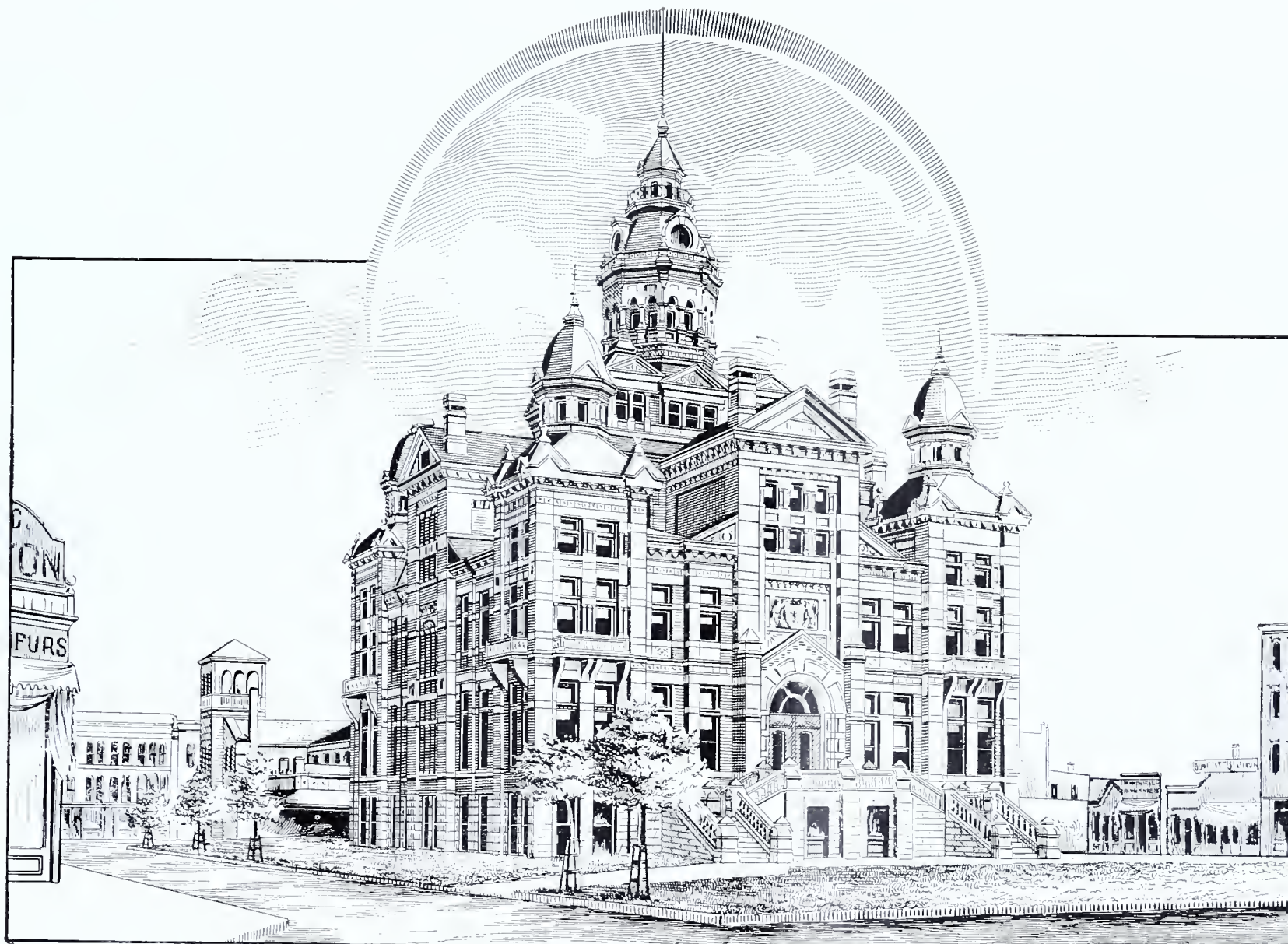
case. There are about eighty such establishments in Winnipeg, representing about all lines of business, and some of them are surpassed by few eastern houses. Their capital has been estimated at \$10,000,000, and their annual sales at \$25,000,000, but of course these figures cannot be considered as more than approximate.

The grain business is necessarily one of the first magnitude, and in this, as in other industries, Winnipeg is the depository of the whole of western Canada. To confine ourselves to the great cereal, not mentioning oats or barley, we find that the wheat inspected at Winnipeg and exported for the past few years, is as follows: 1889, 4,500,000 bushels; 1890, 13,000,000 bushels, and in 1891 the wheat crop reached the almost fabulous figures of 23,191,599 bushels. That of 1892 did not quite reach these figures, but the quality was exceptionally high.

As a natural complement to this is the milling industry. There are now in Winnipeg and tributary territory about thirty-six roller mills, with a daily capacity of about 8,000 barrels.

What better example can be afforded of the volume of business that goes through Winnipeg than the fact that, though the seventh city in Canada in size, yet it is third only in amount of mail matter?

Though there are forty-six factories of one kind and another in Winnipeg, yet the country being, as before stated, mainly agricultural, this source of the city's wealth is open to infinite development. While in view of the cheap and abundant Souris coal, there seems to be no reason why manufactories should not be established, as there are already many examples of growth and prosperity, yet there is every reason to believe that there will shortly, by the utilization of the now wasted water power of the Assiniboine river, be every inducement for them to come here. An engineer of high reputation, Col. Fanning, of Minneapolis, reported on this project as follows: "The inducements for Winnipeg to make itself a great manufacturing center seem very great, as an exceptionally favorable opportunity is presented through the development of its great water power. The city can with certainty and profit enhance its growth, permanent revenues from taxation, and general prosperity by promoting this project until its 10,000-horse power shall be fully loaded with busy machinery." Here is an opportunity for the capitalist to safely invest his capital.



THE CITY HALL, WINNIPEG, MANITOBA.

Recognizing the advantages of education, the citizens of Winnipeg have spared neither time nor money on the attainment of the highest standard of efficiency in their school system.

The excellence of the Canadian public schools is beyond dispute, and the fifteen admirable schools in operation in Winnipeg, under the most skilled instructors, are fully on a par with those of any other town in Canada. The board of school trustees has expended nearly \$300,000 in the attainment of this object. Besides this the University of Manitoba, with its circle of affiliated colleges, has its seat in the city, as also the Medical College, the Law Society of Manitoba, and the Incorporated Historical and Scientific Society of Manitoba. The various religious denominations are represented by twenty-seven churches, many of them very imposing edifices. The Winnipeg General Hospital is a model one, and several other similar institutions are in existence. The three National Benevolent Societies of St. George, St. Patrick and St. Andrew are strongly represented, as also all branches of secret societies.

Winnipeg is also the seat of government and of the law courts of Manitoba, and here are also the Dominion Government Savings Bank and Dominion offices for the province and the headquarters of the Hudson's Bay Company. The military power is represented by the troop of Canadian Dragoons stationed at Fort Osborne, in the city, and it is also the headquarters of the military district and of a number of militia corps.

Winnipeg, because of the flatness of the plain on which it stands, is not a pretty city, but, what is better, there is scarcely a more healthy city on the continent. The reproach of plainness, however, is being removed by the judicious planting of trees and boulevarding of streets which are rapidly transforming the appearance of the town.

Winnipeggers are justly proud of their hotels, chief of which are the Manitoba and the Leland, both seven-story structures, the former of which, especially, is really a magnificent establishment costing, when finished, upwards of half a million, and would grace a city of any size on the continent.

The system of electric railways cannot be excelled. The service is specially good, owing to the broad and noble streets of the city, which are lighted by electricity, as are most of the private houses and

places of business, though an excellent gas company still retains many of its customers and provides them with electricity also.

The health of the community is attended to by an efficient system of water works and sewerage, which are connected with all the newer buildings. These are of the most substantial kind, and one of the most convincing proofs of the prosperity of the town is adduced from the fact that though in 1892 private residences to the extent of nearly a million dollars were erected, yet there is not at the time of writing (March) *one habitable vacant house* in the town, and the mental improvement of the city is well ministered to by two daily newspapers of a very high standard of excellence, not to speak of sixteen other periodicals.

Railway Facilities.

Glance again at the map and you will at once perceive how like an octopus is Winnipeg, stretching out the tentacles of its railways north, south, east and west into the surrounding territories, and gathering in their riches.

Northward the Canadian Pacific branch to Stonewall and another to West Selkirk, and also the first completed forty miles of the railway to Hudson's Bay; northwesterly the 279 miles of the Manitoba & North-Western Railway tapping and making tributary the beautiful park-like mixed farming regions of the province and territories; westward the main line of the C. P. R. R. for 1,500 miles (connecting on the way with the Alberta Railway to the Gault coal fields and Montana, and at Regina with the Saskatchewan district; at Calgary with the line to Edmonton and to Fort McLeod) and ending at Vancouver on the Pacific, only to commence again by its palatial steamers the journey to the Orient; westward for 290 miles to Estevan and the Souris coal fields; southwesterly for 221 miles through the rich lands of southern Manitoba and by the Pipestone Branch to Reston, and by the Northern Pacific Railway, westerly, to Portage La Prairie and Brandon; southward by the Great Northern and by the Northern Pacific to St. Paul, Minneapolis and over the great trans-continental routes to the Pacific and Atlantic states; and, lastly, eastward for nearly 1,500 miles over the main line of the Canadian Pacific



A PLEASURE EXCURSION DOWN THE RED RIVER FROM WINNIPEG.

to Montreal, Portland, Boston, New York and thence to Europe. These are the lines already constructed, not those projected; but this year will doubtless see the short line from Winnipeg to Duluth well advanced in construction, which will give an immense impetus to the city and province.

The Northern Pacific directors have shown their confidence in the city by erecting their terminal workshops and a splendid depot and hotel (costing about \$500,000) of which it is difficult to speak too highly. Their branch lines to Brandon and to Portage La Prairie through a rich country have been of great value to the city. The mere fact that Winnipeg is the radiating center of the C. P. R. R. for the northwest would in itself be a great thing for the town. It is, in addition, however, the headquarters of the western division, in which there are over 200 elevators, with a capacity of upwards of 7,000,000 bushels. The car shops, freight sheds, land offices, purchasing departments, and others of this division are at Winnipeg, and to crown all the railway authorities have decided to erect forthwith a great sorting elevator of the capacity of 1,000,000 bushels to facilitate the handling of the grain. As may easily be imagined, an army of 1,200 men is employed by the railway in the town, and a fair idea of the magnitude of the company's interests may be gathered when the reader learns that there are forty miles of sidings in the yards.

The Future.

We are not alone in belief as to the glory of the future of the Prairie City and the country over which she is queen. Let the testimony of a few celebrated men conclude this brief endeavor to do justice to her merits and her achievements.

Marquis of Dufferin:

From its geographical position and its peculiar characteristics Manitoba may be regarded as the key-stone of that mighty arch of sister provinces which spans the entire continent from the Atlantic to the Pacific. It was here that Canada, emerging from her woods and forests, first gazed upon her rolling prairies and unexplored northwest, and learned by an unexpected revelation that her historical territories of the Canadas were but the vestibule and ante-chambers to that, till then, undreamt of Dominion, whose illimitable dimensions alike confound the arithmetic of the surveyor and the verification of the explorer. Winnipeg, the half way house of the continent, the capital of the prairie province, the umbilicus of the Dominion.

The Marquis of Lorne:

Nowhere will you find a situation whose natural advantages promise so great a future as that which seems insured to Manitoba and to Winnipeg, the heart city of the Dominion.

Lord Lansdowne:

It is impossible to look upon this country, now sparsely inhabited, without reflecting how small are the interests of the present compared with those of the future which lies before us. Let us, then, keep our vision fixed upon that future, and let us remember how vast is the load of responsibility involved by the ownership of this great country. Its destinies are in your hands

Gen. Lord Wolseley, *Blackwood's Magazine*:

Gallop out alone in the evening for a few miles from Fort Garry (Winnipeg) and the most impressionable of mortals will experience a novel sensation. A feeling of indescribable freedom seems to tingle through every nerve, making the old feel young again. Old age and decrepitude belong to civilization and the abodes of men, but upon the boundless prairies, nature looks so fresh and smiling that youth alone is in consonance with it.

His Grace the archbishop of St. Boniface:

Having crossed the desert and having come to so great a distance from civilized countries one is surprised to find in the west so extensive and so beautiful a region.

Professor Goldwin Smith:

That the northwest was a most magnificent country for wheat and cereals could never be doubted; all doubt, at any rate, must vanish from the mind of any one who beholds its seas of waving grain. That the wheat is of the very finest quality is also an admitted fact. The purity of the air and the long, level horizon might remind us of descriptions of Sahara, but beneath us instead of barren sand, is one of the gardens of the earth and the destined seat of a great civilization.

The United States consul at Winnipeg:

One of the great tides of emigration now is to the northern zone, specially adapted to wheat growing and cattle raising, that included Canada, Wisconsin, Michigan partially, and Minnesota, but three-fourths of the great wheat-producing belt of the continent lay north of the boundary. There the future bread supply of America and the Old World too, would be raised.

But, perhaps, the most trustworthy witness of all is the president of the Canadian Pacific railway, one of the greatest railway magnates of the age, having the power to make cities as well as railways. Here is his letter to the solicitor of the Northern Pacific railway at Winnipeg:

I take pleasure in complying with your request for my opinion concerning Winnipeg as a field for the investment of capital, etc. The situation of Winnipeg just where the forests end and the great prairie begins, and its situation as regards railways, all of which in the Canadian northwest center upon it, must make it for all time what it is now, the focal point of all the trade of all the vast and almost incomprehensible region extending to the Rocky mountains and the Mackenzie basin, a region embracing fertile areas greater than those which have made Chicago.

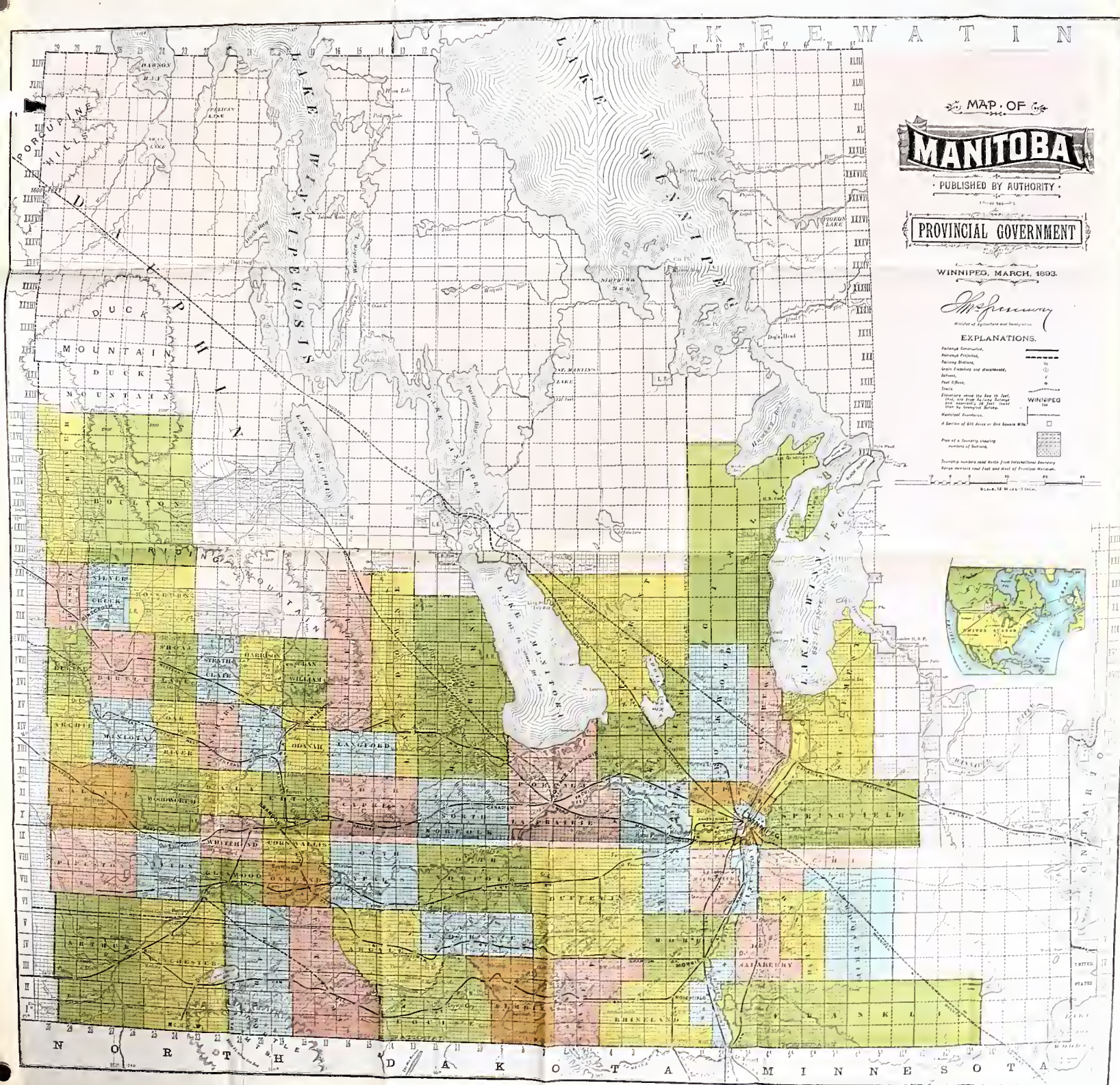
Agriculture in the Canadian northwest can no longer be regarded by anybody as an experiment; it is an established and profitable fact, and therefore I regard the great future of Winnipeg as certain as sunrise, and I do not know any place on this continent with such magnificent prospects ahead of it.

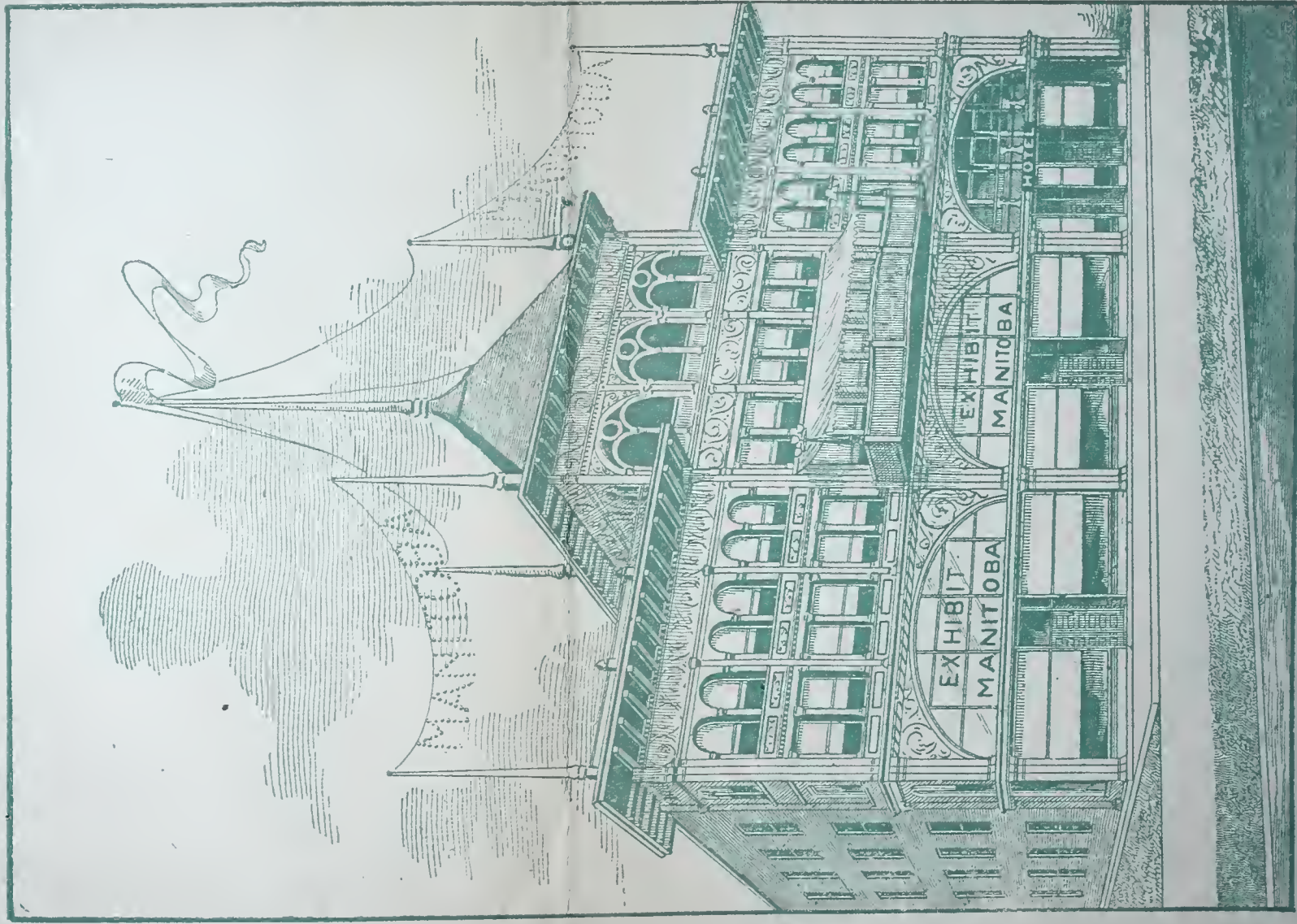
I regret that I have not time to give in full the reasons for my belief, if, indeed, it should be called belief; for it seems to be one of those clear cases of cause and effect, of certain things producing certain results, which come within the domain of absolute knowledge.

Yours very truly,

W. C. VAN HORNE.

Intending settler and prospective investor, are you now convinced? If not, again we say: "Come and spy out the land."





MANITOBA EXHIBIT BUILDING,

5750-60 Stony Island Ave., CHICAGO.